

**A REPORT OF THE AAWG
RECOMMENDATIONS FOR REGULATORY ACTION TO PREVENT
WIDESPREAD FATIGUE DAMAGE IN THE COMMERCIAL AIRPLANE FLEET
APPENDICES**

Appendix A ARAC TASKING STATEMENT

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Aviation Rulemaking Advisory Committee; Transport Airplane and Engine

Issues—New Task

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of a new task assignment for the Aviation Rulemaking Advisory Committee (ARAC).

SUMMARY: Notice is given of a new task assigned to and accepted by the Aviation Rulemaking Advisory Committee (ARAC). This notice informs the public of the activities of ARAC.

FOR FURTHER INFORMATION CONTACT: Stewart R. Miller, Manager, Transport Standards Staff, ANM-110, FAA, Transport Airplane Directorate, Aircraft Certification Service, 1601 Lind Ave. SW., Renton, WA 98055-4056, telephone (425) 227-2190, fax (425) 227-1320.

SUPPLEMENTARY INFORMATION:

Background

The FAA has established an Aviation Rulemaking Advisory Committee to provide advice and recommendations to the FA Administrator, through the Associate Administrator for Regulation and Certification, on the full range of the FAA s rulemaking activities with respect to aviation-related issues. This includes obtaining advice and recommendations of the FAA s commitment to harmonize its Federal Aviation Regulations (FAR) and practices with the aviation authorities in Europe and Canada.

One area ARAC deals with is Transport Airplane and Engine Issues. These issues involve the airworthiness standard for transport category airplanes in 14 CFR part 25, 33, and 35 and parallel provisions in 14 CFR parts 121 and 135. The corresponding European airworthiness standards for transport category airplanes are contained in Joint Aviation Requirements (JAR)-25, JAR-E and JAR-P, respectively. The corresponding Canadian Standards are contained in Chapters 525, 533 and 535 respectively.

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The Task

This notice is to inform the public that the FAA has asked ARAC to provide advice and recommendation on the following harmonization task:

FAR/JAR 25 Aging Aircraft

1. ARAC is tasked to review the capability of analytical methods and their validation; related research work; relevant full-scale and component fatigue test data; and tear down inspection reports, including fractographic analysis, relative to the detection of widespread fatigue damage (WFD). Since aircraft in the fleet provide important data for determining where and when WFD is occurring in the structure, ARAC will review fractographic data from representative "fleet leader" airplanes. Where sufficient relevant data for certain airplane models does not currently exist, ARAC will recommend how to obtain sufficient data from representative airplanes to determine the extent of WFD in the fleet. The review should take into account the Airworthiness Assurance Harmonization Working Group report "Structural Fatigue Evaluation for Aging Aircraft" dated October 14, 1993, and extend its applicability to all transport category airplanes having a maximum gross weight greater than 75,000 pounds.
2. ARAC will produce time standards for the initiation and completion of model specific programs (relative to the airplane's design service goal) to predict, verify and rectify widespread fatigue damage. ARAC will also recommend action that the Authorities should take if a program, for certain model airplanes, is not initiated and completed prior to those time standards. Actions that ARAC will consider include regulations to require Type Certificate holders to develop WFD programs, modification actions, operational limits, and inspection requirements to assure structural integrity of the airplanes. ARAC will provide a discussion of the relative merits of each option.
3. This task should be completed within 18 months of tasking.

ARAC Acceptance of Task

ARAC has accepted this task and will assign it to a working group. The working group will serve as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA and ARAC recommendations.

Working Group Activity

The working group is expected to comply with the procedure adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a plan for completion of the task, including rationale, for FAA/JAA approval within six months of publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with its work.
3. Provide a status report at each meeting of ARAC held to consider Transport Airplane and Engine Issues.

Participation in the Working Group

The working group will be composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption FOR FURTHER INFORMATION CONTACT expressing that desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. The request will be reviewed by the

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assistant chair, the assistant executive director, and the working group chair and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public, except as authorized by section 10(d) of the Federal Advisory Committee Act. Meetings of the working group will not be open to the public, except to the extent that individuals with an interest and expertise are selection to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on August 21, 1997.

Joseph A. Hawkins,

Executive Director, Aviation Rulemaking Advisory Committee.

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